

Weber County to Salt Lake City Commuter Rail

Salt Lake City, Utah

(November 2010)

The Utah Transit Authority (UTA) is constructing a 44-mile Weber County to Salt Lake City Commuter Rail project. The project includes eight stations to serve the areas of Pleasant View, Ogden, Roy, Clearfield, Layton, Farmington, Woods Cross and downtown Salt Lake City. The commuter rail line will operate within an existing railroad corridor parallel to Interstate 15 (I-15), utilizing right-of-way previously acquired by UTA under a rail corridor preservation plan with certain facilities already in place. Approximately 6,300 park-and-ride spaces will be built at project stations to expand the transit catchment area beyond the immediate corridor. Bus and light rail transit connections are intended to provide further service to other travel markets, including Weber State University, Hill Air Force Base, Freeport Center, the University of Utah, the Medical Center, and to the areas of Sandy and Draper in the southern part of Salt Lake City. The commuter rail project will operate at 20-minute headways during peak periods. The Weber County to Salt Lake City Commuter Rail project is the northern segment of a planned commuter rail system extending south of Salt Lake City to Provo. The project is expected to serve 11,800 average weekday boardings in 2025.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$611.68 million. The Section 5309 New Starts funding share is \$489.35 million.

Status

The commuter rail project is a part of a local multimodal transportation “shared solution” strategy proposed in several studies developed since the 1980s to meet projected travel demand in the I-15 corridor. Completed in January 2002, the *Inter-Regional Corridor Alternatives Analysis* considered a number of transit alternatives for the project corridor, and identified commuter rail as the locally preferred alternative. The project was approved for entry into preliminary engineering in December 2003. A Draft EIS was completed in April 2004. A Final EIS was published in February 2005, and a NEPA Record of Decision was issued in April 2005. The project was approved into final design in June 2005. On June 16, 2006, FTA and UTA entered into an FFGA, with revenue operations scheduled for September 2008. The project began revenue operations between Salt Lake City and Ogden on April 26, 2008, and full revenue operation to Pleasant View in September 26, 2008.

SAFETEA-LU Section 3043(b)(30) authorized the Weber County to Salt Lake City Commuter Rail for final design and construction. A total of \$357.30 million in Section 5309 funds has been appropriated for the project. This includes \$340.80 million in Congressional appropriations received through FY 2010 and \$16.50 million in additional FY10 New Starts resources allocated by FTA.

Reported in Year of Expenditure Dollars		
<u>Source of Funds</u>	<u>Total Funding (\$million)</u>	<u>Appropriations to Date</u>
Federal: Section 5309 New Starts	\$489.35	\$357.30 million appropriated for the project. This includes \$16.50 million in additional FY10 New Starts resources allocated by FTA.
Local: Sales Tax Revenues Right-of-Way	\$82.33 \$40.00	
TOTAL	\$611.68	

NOTES: The sum of the figures may differ from the total as listed due to rounding.

Division H of the Consolidated Appropriations Act, 2005, permits UTA to count completed and future highway and transit expenditures to meet the local financial share requirements for the Weber County to Salt Lake City Commuter Rail project. UTA's latest financial plan does not fully utilize the provisions contained in the Act, proposing instead an 80 percent share of New Starts funding matched by the value of project ROW and local revenues.

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